

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Previously Presented) A one-way clutch unit comprising:

a rotating shaft;

a first one-way clutch comprising:

a first outer ring having in an inner periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

a first inner ring contacting the rotating shaft and having in an outer periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

first engagement members disposed between the engagement surface of the first outer ring and the engagement surface of the first inner ring; and

first balls disposed between the raceway surface of the first outer ring and the raceway surface of the first inner ring; and

a second one-way clutch comprising:

a second outer ring having in an inner periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

a second inner ring having in an outer periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

second engagement members disposed between the engagement surface of the second outer ring and the engagement surface of the second inner ring; and

second balls disposed between the raceway surface of the second outer ring and the raceway surface of the second inner ring; wherein

an annular recess is provided in an inner periphery of the first inner ring of the first one-way clutch.

2. (Original) The one-way clutch unit according to claim 1, wherein the annular recess is provided in the inner periphery of a side of the raceway surface of the first inner ring of the first one-way clutch.

3. (Original) The one-way clutch unit according to claim 2, wherein, in the first one-way clutch, the first engagement members are engagement rollers, the engagement surface of the first outer ring is an engagement cylindrical surface, and the engagement surface of the first inner ring is an engagement cam-surface.

4. (Original) The one-way clutch unit according to claim 1, wherein an end portion on the side of the raceway surface of the second one-way clutch is disposed in the annular recess.

5. (Original) The one-way clutch unit according to claim 4, wherein, in the second one-way clutch, the second engagement members are engagement rollers, the engagement surface of the second outer ring is an engagement cam-surface, and the engagement surface of the second inner ring is an engagement cylindrical surface.

6. (Original) The one-way clutch unit according to claim 1, wherein a curved surface connects an end surface and a peripheral surface in the annular recess of the first inner ring; and wherein a curved surface connects an end surface and an outer peripheral surface in an end portion of the second outer ring which is disposed in the annular recess of the first inner ring.

7. (Previously Presented) A one-way clutch unit comprising:

a first one-way clutch comprising a first outer ring and a first inner ring arranged to define a first engagement region and a first raceway therebetween;

a second one-way clutch comprising a second outer ring and a second inner ring arranged to define a second engagement region and a second raceway therebetween;

wherein an exterior surface of the first inner ring has a curved contour for defining an annular recess which accommodates at least a portion of the second one-way clutch between the first one-way clutch and a rotating shaft.

8. (Previously Presented) The one-way clutch unit of claim 7, wherein the second one-way clutch extends into the annular recess to an extent that the second raceway of the second one-way clutch essentially completely resides in the annular recess.

9. (Previously Presented) The one-way clutch unit of claim 7, wherein:

in the first one way clutch:

the first outer ring has in an inner periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

the first inner ring has in an outer periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

first engagement members are disposed between the engagement surface of the first outer ring and the engagement surface of the first inner ring;

first balls are disposed between the raceway surface of the first outer ring and the raceway surface of the first inner ring;

in the second one-way clutch:

the second outer ring has in an inner periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

the second inner ring has in an outer periphery thereof an engagement surface and a raceway surface which are adjacent to each other;

second engagement members disposed between the engagement surface of the second outer ring and the engagement surface of the second inner ring;

second balls disposed between the raceway surface of the second outer ring and the raceway surface of the second inner ring.

10. (Previously Presented) The one-way clutch unit according to claim 9, wherein, in the first one-way clutch, the first engagement members are engagement rollers, the engagement surface of the first outer ring is an engagement cylindrical surface, and the engagement surface of the first inner ring is an engagement cam-surface.

11. (Previously Presented) The one-way clutch unit according to claim 9, wherein, in the second one-way clutch, the second engagement members are engagement rollers, the engagement surface of the second outer ring is an engagement cam-surface, and the engagement surface of the second inner ring is an engagement cylindrical surface.

12. (New) A one-way clutch unit comprising:

a first one-way clutch comprising a first outer ring and a first inner ring arranged to define a first engagement region and a first raceway therebetween;

a second one-way clutch comprising a second outer ring and a second inner ring arranged to define a second engagement region and a second raceway therebetween;

wherein an exterior surface of the first inner ring has a curved contour for defining an annular recess which accommodates at least a portion of the second one-way clutch between the first one-way clutch and a rotating shaft.

12. (New) The one-way clutch unit according to claim 1, wherein the first inner ring and the second inner ring directly contact the rotating shaft.

13. (New) The one-way clutch unit according to claim 7, wherein the first inner ring and the second inner ring directly contact the rotating shaft.

14. (New) The one-way clutch unit according to claim 1, wherein the first inner ring is configured to have different diameters relative to a rotational axis of the rotating shaft for defining the cam surface of the first inner ring and the raceway surface of the first inner ring and for providing sufficient thickness of the first inner ring between the annular recess 67 and the raceway surface of the first inner ring.

15. (New) The one-way clutch unit according to claim 1, wherein the first inner ring is configured to have different diameters relative to a rotational axis of the rotating shaft for defining a cam surface of the first inner ring and a raceway surface of the first inner ring and for providing sufficient thickness of the first inner ring between the annular recess and the raceway surface of the first inner ring.

16. (New) The one-way clutch unit according to claim 1, wherein the engagement surface of the first inner ring is positioned radially further from the rotating shaft than the engagement surface of the second inner ring.

17. (New) The one-way clutch unit according to claim 7, wherein the first engagement region is positioned radially further from the rotating shaft than the second engagement region.